

Revised November 8, 2021
November 2, 2021
October 25, 2021
October 12, 2021

Proposed Text Changes

Note: Proposed new language is shown highlighted and underlined.
Proposed deletions are shown [~~bracketed and struck through~~].

Amend §5 as follows:

Parking Management Plan:

A Parking Management Plan (PMP) is a document approved by the Planning and Zoning Commission and recorded on the Town of Westport Land Records, which outlines how the use of parking on a property or properties is managed and controlled, including operational and/or demand management strategies. Operational strategies may include sharing of parking with multiple uses on one or more properties, valet services, tandem spaces, grass pave spaces, car stackers, use of loading spaces off peak and/or continued use of legally nonconforming parking spaces. Demand management considerations may include the property location, proximity to transit and/or publicly available parking, walking, biking, shared vehicles, carpooling, shuttle services and/or other techniques to reduce the use of single occupancy passenger vehicles. Based on a review of the proposed operational and/or demand management strategies, the PZC may approve a parking plan that does not fully comply with the dimensional standards of §34 and/or a reduction in the required number of spaces pursuant to §34-4. PMPs shall include a schedule for reporting to the PZC staff the onsite parking utilization, beginning at seventy-five (75) percent occupancy of the building(s) and minimally continuing annually thereafter.

Coverage, Total:

The percentage of a development site in a Non Residence Zoning District, or a lot in a Residence Zoning District, occupied or intended to be occupied by all buildings, structures, parking areas, driveways, swimming pools, tennis courts and similar improvements. Patios and terraces, as defined herein, shall be excluded except if the terrace or patio is 3 feet or more above the adjacent grade at any point, such as with a retaining wall. Parking on unpaved surfaces provided by places of worship, in excess of the minimum number of parking spaces required by §34-5 of these regulations, shall be excluded. Parking spaces constructed using grass pave surfaces as part of a Parking Management Plan shall be excluded. Emergency access drives, required by the Fire Marshal and constructed using grass pave surfaces shall be excluded. Total coverage shall include one-hundred percent (100%) of the building area and parking areas, driveways, swimming pools, and similar improvements, but only fifty-percent (50%) of a tennis court. No more than 20% of the land covered by water bodies, watercourses, wetlands, and land of severe topography having slopes of twenty five percent (25%) or greater shall be included in the lot area used for computing the maximum allowable total coverage. Calculations shall be made on forms approved by the Planning and Zoning Commission (See Appendix D).

Amend §24.6 as follows:

24-6 Coverage (See Definitions)

The building coverage shall not exceed twenty-five percent (25%) of the area of the lot which lies within a General Building District.

24-6.1 Coverage Exemptions

Coverage shall not include entry ways comprising less than a total of 200 SF **or open canopies comprising less than a total of 500 SF;** said exemption benefitting considerations of public access, safety and convenience. (776, 07/09/2020)

Amend §28.6 as follows:

28-6 Coverage (See Definitions)

The building coverage shall not exceed twenty percent (20%) of the area of the lot which lies within the Business Preservation District.

28-6.1 Coverage Exemptions

Buildings housing Veterinary Hospitals and Animal Clinics may be allowed a canopy over outside exercise areas. Such canopy shall not exceed 500 square feet and may be located within required side and rear yards setbacks where adjacent to non-residential uses, which is exempt from Building Coverage calculations.

Amend §34 as follows:

34-3 Parking Requirements of Developed Sites

When a proposed change of use or extension or expansion of a building or structure causes an increase in the number of parking spaces required, the incremental parking, and only the incremental parking, shall be required to be additionally provided. Such incremental parking shall conform to all regulations, including, without limitation, §34, Off-Street Parking and Loading, and §35, Landscaping, Screening and Buffer Areas.

34-4 Reduction of Parking Requirements by Special Permit

34-4.1 When a proposed change of use or extension or expansion of a building or structure causes an increase in the number of parking spaces required, the Planning and Zoning Commission may, by Special Permit waive the minimum forty-five (45) foot turning radius for a loading bay and authorize a reduction in the number of parking spaces that would otherwise be required by these regulations; provided that:

- a. The site is non-conforming with respect to parking and/or landscaping, and
- b. Such a reduction shall not be more than the greater of:
 - i. Three parking spaces, or
 - ii. Five percent (5%) of the total number of parking spaces shown on the proposed comparison map (if applicable, otherwise on the existing comparison map).

Such waiver and reduction are solely for the purposes of such change of use, extension, or expansion, and is not to be interpreted as making an otherwise non-conforming site conforming.

34-4.2 For properties located wholly within the GBD Zone with a minimum of 25,000 sf of office Floor Area and 100 parking spaces and where required parking is to be satisfied through means other than traditional "self-park" spaces and/or through a reduction of spaces, the Planning and Zoning Commission may, by Special Permit, approve a Parking Management Plan detailing all such onsite parking strategies and/or demand management strategies. The Parking Management Plan shall demonstrate that at least 75% of the required parking can be satisfied with traditional self-park spaces. Reductions in the required number of onsite spaces shall be limited to ten (10) percent of the required parking. Such reductions may be separate from, and in addition to, any Joint Parking reduction permitted pursuant to §34-8. Each shared vehicle provided shall be equivalent to four (4) parking spaces required for residential use. Grass pave parking spaces serving nonresidential uses may be located within a Residential District Boundary area provided the adjacent use is non-residential.